Appln. No.: 10/644,134

Amendment dated: June 17, 2008

Reply to the Office Action of December 17, 2007

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph at page 10, lines 15 to 20 of the specification with the

following amended paragraph

FIG. 1 shows in longitudinal section a spring element 10 with an auxiliary spring 20 and a

hydropneumatic strut (HP strut) to be positioned between the bogie and the body of a rail vehicle.

The HP strut has a strut piston 30, which slides longitudinally in cylinder 40. In the pressure

piston space 42 of cylinder 40 there is a hydraulic medium, preferably oil, which via connector

60 is connected with an hydraulic accumulator. Auxiliary spring 20 encloses the HP-strut

cylinder 40.

Please replace the paragraph at page 11, lines 9 to 13 with the following amended

paragraph.

The bottom portion of FIG. 1 shows adjustment unit 80, which has a cylinder 90 holding

sliding hydraulic cylinder piston 100. Hydraulic cylinder piston Piston 100 and cylinder 90

delimit a piston space 110 into which a pressurized medium can be introduced. Between

hydraulic cylinder piston 100 of adjustment unit 80 and piston 30 of the HP strut there is

pendulum support 120, which supports the HP strut in such manner that lateral movements are

also possible.

Appln. No.: 10/644,134

130.

Amendment dated: June 17, 2008

Reply to the Office Action of December 17, 2007

Please replace the paragraph at page 11, line 14 with the following amended paragraph.

Hydraulic cylinder piston Piston 100 has on its side that faces the HP strut a stop plate

Please replace the paragraph at page 14, lines 11 to 20 with the following amended paragraph.

FIG. 4 shows a system graph with mechanical-hydraulic regulation of the piston position of an HP strut according to FIG. 1. Instead of height sensor 60 50, a mechanical-hydraulic height regulator valve 210 is integrated into the HP strut. The advantage of this is that a separate feedback loop is not necessary. Valve 210 is connected with the high-pressure accumulator and also with the low-pressure accumulator, and by means of a mechanical feedback loop of piston 30 it regulates the volume of oil in piston space 42 until the vehicle height has accordingly achieved its desired value. This system is more cost-advantageous than the system illustrated in FIG. 1, but does not permit any primary spring equalization. The arrangement of the mechanical feedback loop as well as the design of the piston lug accord with the arrangement explained in FIG. 1.